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DRY ... 8.50

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H. PRICE & CO.,  
WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."

PURE SCOTCH WHISKY

Price \$15.50 Per Dozen.

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No. 14,821 號壹十二百八千四萬一第 日壹十月九年壹十三緒光 HONGKONG, MONDAY, OCTOBER 9TH, 1905. 一拜禮 號九月十年五零百九千一英港香 PRICE, \$3 PER MONTH.

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FOR THE BATH, TOILET AND HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO. LIMITED.  
THE HONGKONG DISPENSARY.  
[a1342]

## CUTLER, PALMER & CO.'S

"SPECIAL BLEND" WHISKY  
A Blend of Selected Distillations of the Finest Scotch Whiskies.  
\$10.50 Per Case.

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### PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.80 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st October, 1905. [a1412]

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GEO. FENWICK & CO., LD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,600 square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

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No. 10, DAQUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 2174

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THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

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MERCHANT NAVY  
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LONG FLAX  
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Sole Agents.

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Established 1719.  
CHAMPAGNE CROWNS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May, 1905. [2056]

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MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.  
EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EBONY FURNITURE AND FANCY GOODS.  
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Any Order Promptly Attended To.  
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GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.  
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All descriptions of GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
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Prices & Estimates on Application.  
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GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, &c. HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE. CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR. GROCERIES, WINES AND SPIRITS. SHIP-CHANDLERY DEPARTMENT.

1ST FLOOR—PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c. & TAILORING. GENERAL OFFICES.

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By LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

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Hongkong, 28th September, 1905. [a36]

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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

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FROM

DEINHARD & CO., COBLENTZ.

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GRAACHER (SUPERIOR)	18.00	24.00
SPARKLING MOSELLE (CROWN LABEL)	24.00	26.00
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TELEPHONE No. 75.

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WINE & SPIRIT MERCHANTS,  
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Hongkong, 27th September, 1905.

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THE FELTEN & GUILLAUME-LAHMEYER WERKE FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a4a]

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S. MINAMI, Manager, Hongkong.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:  
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IMITATED BUT NOT EQUALLED!

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NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,

AND

ASSAYED WATER MANUFACTURERS.

(Crown Brand)

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ALL THE WORLD'S FIGHTING SHIPS  
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KELLY & WALSH, LD.,

HAVE REMOVED TO

YORK BUILDINGS,

CHATER ROAD

(Opposite Messrs. GAUFF & Co.) [a34]

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BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 2068

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BRANDY * * * *	\$22.50
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THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS. [a34]

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26, DES VEXE ROAD CENTRAL, HONGKONG.

## FURNITURE, CROCKERY, GLASS & PLATED WARE.

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PLAYING CARDS in Great Variety:  
AYRES'S CHAMPIONSHIP TEN-  
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OIL and WATER-COLOURS;  
Ladies' and Gentlemen's TENNIS  
SHOES; and EGYPTIAN CIG-  
ARETTES—Sultans \$2.00 per 100.

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Ladies' and Gentlemen's Black and Brown  
WALKING-SHOES; best English  
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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a1299]

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THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

- A MONG others are the following:
- (1) Immediate acceptance and issue of Policy. No provisional acceptance or reference to Head Office.
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- DODWELL & CO., LD.  
Agents. [a1566-5]

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131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES,  
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Hot and Cold Water throughout.  
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Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the  
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Hongkong, 24th July, 1905. [a1729]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
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Special Rates for Tourists.  
Luncheon Service for Guests.  
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Hongkong, 31st October, 1902. [a4]

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WM. FARMER,  
Proprietor. [a2035]

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(HOTEL-SANITARIUM OF SOUTH CHINA).  
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HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (S.S. Heungshen), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Call Address—"BOA VISTA." For Terms, apply [a2411] THE MANAGER.



**LIGHT ALE.**



## THE CLOCK TOWER.

## PROTEST AGAINST ITS REMOVAL.

(Continued.)

When the critics of the Government are so "graveled for lack of matter" that they are driven to fall back upon renewing, after a year's inactivity, the attack upon the Clock Tower it shows in a striking and satisfactory manner how little the Colony has to complain of at the hands of its administrators. Presumably if there were any very serious wrongs to be put right no eloquence or attention would be devoted to airing this minor and, to my mind, merely imaginary grievance. The fact that attention and eloquence have been thus devoted to a tolerably sure indication of a famine in the land where genuine grievances grow. In the absence of genuine grievances publicists and pressmen labour under a powerful temptation to manufacture spurious ones. By this I do not mean that grievances are consciously and deliberately concocted, but that, under the strain of the painful necessity of utterance—a predicament meriting general sympathy—critics struggling in adversity, searching vainly for things gone wrong are apt subjectively to create imaginary objects of attack, just as Don Quixote's favored fancy turned the windmills into knights.

Thus many ill-advised agitators have been set on foot of late years for no better reason apparently than that those who must be talking may find something to say. Many instances will readily occur to old residents. They will remember first and foremost the agitation in favour of representative government. The amount of ostensible support that this revolutionary proposal received was an astonishing as it was misleading. A petition praying for it was freely signed and not only by persons of no account. Many men in leading positions signed it, men who subsequently in private, were more than ready to admit that with a population such as ours the scheme would have worked disastrously. All sensible men saw that and yet they allowed the agitation to go on for years with the consent that silence is supposed to indicate. Indeed it did not die until the departure from the Colony of its instigators but misguided promoter. With the cessation of the latter's tireless advocacy of an impossible idea—with the last of his long and dreary harangues on the subject—this particularly stupid "cry" spluttered ignominiously out. In its inception it was insincere, in the sense that no one really desired the change advocated; no one ever thought it safe or even practicable and yet, as long as the "clock" was kept up, no public protest against it was made.

Again, take the more recent case of the agitation in favour of putting the currency of Hongkong on a gold basis independently of any action which China might take in the matter. The rate of exchange had been falling rapidly and, in the panic thus created, many people were to be found clamouring for the Colony to "go gold" on a one-and-seventy-penny dollar. Now that the dollar is well over 1s. 11d. these people must be aware of the unwisdom of the outcry they then raised and feel grateful to the powers that be for having saved them from themselves. Numerous instances might be cited to show that in this community it is not at all safe to assume that because a certain number of people, more vocal than the rest, cry aloud for something to be done it necessarily means that there is any real need or even genuine desire for change. Silence in these matters on the part of the people who disapprove does not mean consent in Hongkong; it means faith and hope that the Government will do nothing rash. In all such cases experience has proved that the wisest course for the Government to pursue is a policy of masterly inactivity and even in the best of important matters than the best thing for them to do is just nothing, until the storm of excited words has blown itself out and in the succeeding calm the still small voice of wisdom can make itself heard.

In the comparatively unimportant matter of the recently-renewed attack upon the Clock Tower it is earnestly to be hoped that the Government may pursue a Fabian policy and refuse to surrender, without much better cause than has yet been shown, the position hitherto so wisely maintained in the face of this annually recurring clamour. Up to now the enemies of the old edifice have had it all their own way. They have loudly called a wind to blow it down. Now there has come a lull and in the calm a word from a friend may perhaps be listened to. It is a word urged patiently out of a usually silent person by a sense of indignation caused by the thoughtless manner in which an act of wanton vandalism is being urged upon the Government.

First I must attempt to clear the ground over which the combined attack has been delivered. I call it a combined attack because the forces which are directed towards the Tower's removal are disunited on the question of its ultimate fate. Aesthetically they are divided into camps holding diametrically opposite views as to the cause of their discontent. On the one hand there is a group protesting that the edifice is too ugly to be suffered any longer to exist and demanding that it shall be pulled down and thrown into the sea. On the other there are those who consider that the Tower's architectural merits entitle it to a more prominent position than it occupies at present and who for this reason (as well as for others) desire to have it removed and set up on the Praya where it may command more general attention and confer greater pleasure upon an appreciative public. When opinions differ so widely the truth of the matter is generally to be found about midway between them, and it is just here that it seems to me to lie in the present dispute. As far as

I can see, the Tower is by no means unsightly. I do not happen to possess any special qualifications for judging architecture and can easily conceive that a more highly educated eye than mine may be able to detect faults to which I am blind. In matters of detail or technique I would be quite prepared to learn that modern canons of art are variously transgressed and to hear why the belfry is not altogether satisfactory. But, when all is said, the total effect, though not arousing any very poignant pleasure, need give rise to no such violent antipathy as that which characterised a memorable outburst of rhetorical rage in impassioned advocacy of its destruction a year ago.

From one point of view the aspect of the Tower is distinctly pleasing. From the bottom of Pedder Street it is seen to stand well up above the old houses immediately behind and with the Roman Catholic Cathedral rising stately in the background and Sir Paul Chater's towers peeping over far above it materially helps to form one of the most picturesque vistas to be met with in the streets of Hongkong. Imagine the Clock Tower removed, and try to see with the mind's eye the resulting picture with its interrupted view of a gaping shop-front in the pigeon-hole style of architecture—and you will realise what a plain, even ugly, effect would replace the existing one. There would then be nothing to relieve an overwhelming sense of oppression caused by the sheer and hideous prospect of the Hotel. The common-sense of the matter seems to be that on grounds of ugliness there is no case made out for the Tower's destruction. But though it looks well enough where it is I doubt if it would look at all well down on the Praya. At present its height is augmented by the fact that it stands on a rise, with old and low houses on the right and in rear. Down on the sea front it would appear somewhat insignificant in comparison with the lofty buildings rising there on every hand. The case for removal is not convincing. The whole aesthetic case, divided, falls to the ground.

The case for removal, in so far as it rests on the plea of invisibility, cannot be easily disposed of. Considerable admissions must be made, though not without certain reservations. It may be freely admitted at once that people who never go half way up the Queen's Road, or through Pedder Street, or along Des Vaux Road where it crosses Pedder Street, will never see the Clock Tower at all, unless from the higher levels. But it must not be forgotten that both Pedder Street and Des Vaux Road (where those cross and the tram has practically a station) are both busy thoroughfares. No clock, whether on tower or building, could now be seen from all parts of the town. Put it where you will, comparatively few people can profit by it and I know of no reason why those who move in the vicinity of Pedder Street should not have the advantage as well as any others. But this is not a point that need be pressed. There are undoubtedly better places for a clock. The ideal place at present is the tower on Queen's Buildings, visible for a long way both from the east and the west. But possibly the Law Courts may uplift a still more commanding tower. It will be interesting to see.

In any case it may be admitted that our old Tower has outlived its time in respect of elevation. In these days of sky-scrapers it is manifestly out of date. Forty years ago it topped the town. To-day the position is reversed. What then? If a town clock higher up is really wanted, have it by all means, but why destroy the old one? This question raises the main point of the combined attack. It is alleged by both demolishers and removers that the Tower blocks traffic. This is the most serious allegation made and it requires to be seriously considered. If it were true the old edifice would, rightly and properly, have to be moved. It is not true. I can speak with authority on this point. I have carefully studied the question for over a year—ever since the memorable outburst already alluded to. I have watched the roadway there to see what amount of truth was in the contention. I have had exceptional opportunities for watching it. Two or three and often four and five or even six times a day I have had occasion to pass up Pedder Street and cut into the Queen's Road, or vice versa, in a ricksha. Not once have I ever seen anything that could fairly be called an obstruction in the traffic. Every day I witness obstruction of traffic—in Ice House Street, for example—but never in Pedder Street. The allegation was untrue, in the sense of being a gross exaggeration, when it was made. It is simply nonsense repeated now. The opening of the electric tramway transferred a large stream of traffic from Queen's Road to Des Vaux Road and the latter is now for all practical purposes the main road. Queen's Road is positively quiet compared to what it used to be and so far from there being a jam of traffic at the corner by the Post Office, I notice that Post Office trucks are often left lying in the roadway, empty, apparently without any protest from anybody and therefore apparently in nobody's way. Put one in Ice House Street at the Des Vaux Road corner and then perhaps the people who deny the Clock Tower as an obstruction to traffic would understand what obstruction means.

This pretty wall covers the ground chosen by the assailants in making their renewed attack. On their own ground it is quite easy to defeat them. On ground chosen for defense it would be easier still. I will invite them on to it in a second article.

Their work (novels treating of the "Smart Set") is sometimes critical, but they have the satisfaction of knowing that their books sell as hot cakes sell, and—if they will allow me to say so—for much the same reason.—W. Pett. Riddle in the Daily Graphic.

## CANTON.

(FROM OUR CORRESPONDENT.)

6th October.

## A SENSATIONAL SEIZURE.

I wired you yesterday evening the information that Chan-Tung-Sang's properties had been seized by the Viceroy's orders. This sensational case is the one topic of conversation in Canton just now. According to the latest information received the following are the details of the affair.—At 3.30 p.m. yesterday Viceroy Shum gave orders to the Canton prefect, the Nanhai magistrate, and a military officer to seize all properties belonging to the following persons: Chan-Tung-Sang, the late Chan-Tit-Sai and Poon-Man-Po. The two former have been treasurers of the Hopco of Canton and the latter chief accountant to the Treasury during Chan-Tung-Sang and the late Chan-Tit-Sai's term of office. Chan-Tit-Sai's house in Kwong Nga lane was first seized and at 4 p.m. Chan-Tung-Sang's house in Po-wah-ching-chung Yank was seized. Later on the Poon-yu seized Poon-man-Po's house in Wol-Loong-shin (southern suburb). Four clerks were detailed to take an inventory of the furniture, jewellery, monies, etc., in Chan-Tung-Sang's house. The inmates being mostly women, about 60 in number, no resistance was offered. The prefect telephoned to the Viceroy asking for instructions with regard to these women and also asked for more troops as the house was too large to be adequately guarded by the 100 men that had been first despatched. While the house was being surrounded the eleven o'clock curfew attempt to escape by the back door but was speedily arrested by the troops and brought back to the house. She had a box of jewellery in her hands and fainting when she was stopped. It is rumoured that Viceroy Shum has given orders to arrest Chan-Tung-Sang's sons who happened to be out at the time of the seizure. I presume they must have been by this time.

Later.

It is rumoured that telegraphic instructions were sent to the Shanghai Taotai yesterday to arrest Chan-Tung-Sang who is said to be in that port and that Chan has been inveigled into the Taotai's Yamen and detained pending further instructions. Chan's situation in this matter is rather a complicated one. It is said that he is a naturalized British subject and a J. P. in Hongkong; as such he is no doubt entitled to British protection. He is held by the Chinese authorities on the other hand to be purely and simply a Chinese subject. Some curious developments may be shortly expected in connection with this sensational affair. The value of the properties seized is estimated at over 300,000 taels.

## ONLY TWO LAME HORSES.

Hitherto a number of horses were kept in the different military camps around Canton, but these have gradually disappeared through old age and sickness and have not been replaced. Yesterday the commandant of the Shantak district took his troops to the court outside the East gate for shooting practice on horseback. There were a few hundred soldiers but only two old horses borrowed for the occasion were provided for them.

## AN ITALIAN MEMBER OF PARLIAMENT IN CANTON.

As stated in my previous letter we have in our midst at present the Honourable Dr. Mariscal, the first member of the Italian parliament to visit this part of Asia. Our distinguished visitor has already visited India, and after visiting our city will return to Hongkong via Macao. The Honourable Dr. Mariscal is studying very carefully both from an economic and commercial point of view the new condition of affairs created by the Russo-Japanese war. He recognises that historically and economically a new era is dawning after the war, and considers that there is a great future for Italy in the Far East and that if the Italian navigation companies were to run their steamers to Japan a good trade might be developed as the Japanese are on friendly terms with the Italians.

## A LUCKY FALL.

A curious accident happened yesterday in the neighbourhood of the Tai-Ping gate. A workman who was standing on a bamboo scaffolding lost his balance and fell about 30 feet just as a funeral procession was passing under him. He dropped on the chair which was carrying the ancestral tablets and was none the worse for his fall.

## JUI-JITU FOR THE CHINESE.

A professor of Jui-Jitu has arrived here from Japan and is instructing the military students in the art of self-defence.

## THE "EQUITABLE" REFORMS.

The board of directors of the Equitable Life Assurance Society have decided to abolish the \$25,000 pension now enjoyed by Mrs. Henry B. Hyde, widow of the founder of the society, also to abolish the prospective pension of \$18,000 to Mrs. J. W. Alexander, wife of the former president, who recently resigned, which she would have received in case she survived her husband.

President Paul Morton reported that the Equitable Society's business had fallen less than 10 per cent. in the United States and Canada during the seven months ending August 1st, 1905, as compared with the corresponding period of last year. The actual cash decrease in life insurance written was more than \$2,000,000.

Mr. Morton also announced that the Equitable system of making advances to agents, which was made the subject of the charges in the suit now pending against the Equitable directors, had been changed so as to add \$150,000 per annum to the Society's income. Formerly these sums, aggregating about \$6,000,000, were carried by the Equitable Trust Company of New York and by the Commercial Trust Company of Philadelphia. To-day the directors reformed the matter to Mr. Morton, empowering him to carry the loans hereafter as a society matter.

## CRICKET.

The match between the Hongkong Cricket Club's first eleven and the next twenty-two took place on the Club's ground on Saturday, the result being a draw. For the twenty-two W. E. Dixon put up 26 runs, R. H. Rutherford 22 and K. A. B. Ponsbury (not out) 16. 51 runs by W. C. Turner, 34 by Capt. Kriekenbeek and 26 by Major Pedley were the tidy scores made by three out of four batsmen of the first eleven.

Lumsden, Pearce, Lewis, Bird, Pedley and Chichester were the translators who took the stumps of the twenty-two, while Dixon, Rutherford and Butler were successful in dropping three wickets of the first eleven before stumps were drawn.

The scores are as under:—

THE TWENTY-TWO.	
D. Wood, c Pedley, b Lumsden	0
F. C. Butcher, c Chichester, b Lewis	14
Connelley, R. N., b Bird, b Pedley	13
Major Williamson, A. S. C., c and b Bird	10
H. G. C. Bailey, c Bird, b Lewis	2
W. E. Dixon, c Chichester, b Pedley	26
R. H. Rutherford, b Bird	22
J. H. Swan, b Lumsden	1
C. H. Falloon, c Pearce	6
E. A. Fowler, c Chichester	11
H. M. Kendall, c Bird, b Pedley	0
Rev. H. B. Wells, c Lumsden, b Pedley	7
T. C. Gray, c Chichester	1
W. J. Daniel, run out	1
Lieut. Doherty, R. G. A., c Pearce, b Pedley	2
A. G. M. Fletcher, run out	0
H. A. B. Ponsbury, not out	16
G. Hastings, c Kriekenbeek, b Pedley	3
Vickers, c Kriekenbeek, b Lewis	6
Sayer, b Bird	2
Whittamore, c Pearce, b Lewis	8
T. Sercombe Smith (Capt.), did not bat	13
Extras	10
Total	169

THE ELEVEN.	
Capt. Kriekenbeek, 19th Fals., c Vickers	34
b Dixon	0
T. E. Pearce, c Dixon, b Rutherford	0
Major Pedley, R. W. K., c W. J. Daniel, b	26
Butcher	14
W. C. Turner, not out	34
Extras	10
Total	121

Major Chichester, R. A. D. (Capt. Smith, R. A., A. D. C., Major Lewis, 11th Mol., W. Daniels, R. C. O. Bird, H. Hancock, and Lieut. Lumsden, R. A., did not bat.

## BOWLING ANALYSIS.

THE TWENTY-TWO.	
Lumsden	12 3 21 2
Lewis	13 5 21 4
R. E. O. Bird	9 2 30 4
Pearce	6 2 19 1
Chichester	10 4 17 2
Pedley	9 1 32 5
THE ELEVEN.	
Butherford	9 3 7 1
Dixon	11 3 18 1
Noble	2 2 12 1
Whittamore	2 2 15 1
Forster	2 2 15 1
Butcher	3 19 1
Daniel	3 20 1
Vickers	2 8 4

A match between teams picked from members of the Craig-Ingrow Cricket Club—under 25, and over 25—was played at Happy Valley on Saturday. The older players won by 27 runs.

The following are the scores:—

UNDER 25.	
J. D. Kennard, c Bass, b Ponsbury	14
L. A. Robby, b Lumsden	16
J. Enrichols, b Lopez	36
M. E. Agor, b Ponsbury	9
D. A. Caldwell, c Bass, b Lumsden	29
L. J. Alameda, c Castro, b Ponsbury	4
R. B. Cooper, b Lopez	0
J. Toppin, b Ponsbury	2
A. E. Agor, b Ponsbury	0
W. Stewart, b Ponsbury	18
W. Allen, not out	4
Extras	12
Total	120

OVER 25.	
R. Bass, c and b Alameda	57
E. Roze, c M. E. Agor, b Alameda	23
L. H. Lumsden, b Cooper	19
Hartman, c Stewart, b Caldwell	18
Ponsbury, run out	2
Brown, b Caldwell	3
Lopez, run out	10
F. D. Druce, c and b M. E. Agor	4
L. Aquino, c and b Agor	6
Vincent, c and b Agor	9
Nemizer, c and b Agor	9
Extras	3
Total	161

CIVIL SERVICE C. C. & POLICE C. C.  
A friendly game between the above teams took place at Happy Valley on Saturday last, when the Civil Service gained a very creditable victory, although many of their best players were away. Mr. Woodcock made his first appearance in local cricket this season and scored a very useful 21 by steady batting. Mr. Rivers gave a very fine display of hard hitting in his score of 50, and Mr. Adams batted well for his 27 not out. The bowling of Mr. Brett was largely responsible for the victory. For the Police, Messrs. Edwards and Langley batted patiently and well, Edwards being caught by Craig, a very fine catch near the boundary.

The scores were:—

CIVIL SERVICE.	
G. A. Woodcock, b Langley	21
J. A. Wines, b Minkley	19
R. T. Widdell, b Kerr	19
P. Rivers, c and b Kent	50
P. E. Adams, not out	27
Dawson, c and b Kent	9
R. H. Craig, b Langley	4
R. J. Giller, b F. W. Kerr	1
E. Brett, c Pitt, b Fowler	1
H. Coumbe, b Fowler	1
R. Hurford, L. B. W., b Kerr	7
Extras	8
Total	175

## POLICE C. C.

Edwards, c Craig, b Brett	17
Pitt, b Brett	10
McFarlane, c Brett, b Widdell	5
Fowler, b Brett	6
Langley	1
Kent, b Widdell	9
Langley, b Brett	9
Polley, c Rivers, b Widdell	0
Langley, c Brett	0
MacKay, c Adams, b Brett	5
Barnes, not out	2
Extras	2
Total	47

## BOWLING ANALYSIS.

CIVIL SERVICE.	
Kerr	14 4 25 3
Edwards	6 3 19 0
Polley	6 0 10 0
Langley	6 0 12 1
Fowler	5 0 19 2
Brett	4 1 18 3
MacKay	11 0 3 1
POLICE C. C.	
Widdell	7 2 30 3
Brett	6 4 14 6

## THE

## "NO. 2 FOLDING BROWNIE."

A PERFECT POCKET CAMERA.

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THE LARGEST STOCK OF HATS AND SHOES KEPT.

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

[1886]

## ROYAL HONGKONG YACHT CLUB.

## ROWING RACE.

The scratch rowing race, which took place under the aegis of the B. H. Y. C. on Saturday afternoon, proved very interesting. A three-quarter mile course had been set from Yau-nai Police Station, down Kowloon shore to the first wharf, and the crews travelled from north to south, the winning post being found when the first boat reached a point due east and west. Five crews entered, viz.:

No. 1.—A. J. Darby, H. W. Lester, E. Linder and F. E. Bide (Cox. G. A. Caldwell).  
No. 2.—A. Turner, Peaks, F. R. Ortelpe, A. Berlinger (Cox. H. W. Kennett).  
No. 3.—B. Siebs, Schoenemann, W. O. Kohler and P. Murray (Cox. T. Clarke).  
No. 4.—C. Mackay, H. Leung, C. G. Bruckner and C. König (Cox. Hechtel).

No. 5.—F. Austin, W. Wedekind, E. W. Carpenter, W. Stewart (Cox. H. W. Kennett).  
In the first heat Nos. 1, 3 and 5 competed. The last mentioned got away well at the start, but Caldwell's crew were inside and made good progress in the best course, ultimately finishing first, with Clarke's crew second.

The second heat was somewhat surprising. Of the two competitors, Nos. 2 and 4, the former made the better start and led for the greater part of the way. H. Hechtel's men, however, lengthened out and reduced the distance separating them from their rivals, who suffered near the finish by being taken out of their course. Still, to those following, it appeared as if they had actually won, but victory was found to be with the other boat.

The final witnessed a close tussle between No. 2 and No. 4. A good start was made, and an exciting race was ended by a very close finish, No. 2 winning.

The races were well managed by Mr. Gray, acting as timekeeper and judge.

## THE LOSS OF THE "CANTABRIA."

OVER SIXTY PEOPLE DROWNED INCLUDING SIX AMERICANS.

The latest mail from Manila brings some details respecting the loss of the Philippine coasting steamer *Cantabria* which was briefly mentioned in our issue of Saturday.

The ill-fated steamer left Manila on September 19 for Marikina to undergo the usual five days' quarantine preparatory to her clearance for Legaspi, Talaba and other coastwise ports.

She left Marikina on the evening of September 15 and nothing further was heard from her until her owners, Messrs. Urrutia and Company, received on the morning of the 3rd inst., a telegram saying "Cantabria lost north point of Ticao. Beach strewn with dead. Apparently all dead." This was followed by a telegram to Mr. Shearer, the Collector of Customs at Manila, reporting that twelve decomposed bodies bearing the *Cantabria's* life preservers had been found on Point San Miguel, Ticao; that a sunken steamer supposed to be the *Cantabria* was near the same place.

We mentioned on Saturday that the ill-fated steamer was formerly owned by Messrs. Douglas, Laprak and Company, and known as the *Formentor*. The *Cantabria* mentions that she was sold about three years ago to Mr. Francisco Reyes for the sum of \$50,000 and later purchased by her present owners, Messrs. Urrutia and Company, for the sum of P140,000. She was insured for the sum of P100,000 with the Union Insurance Company, the Northern Marine Insurance Company, the China Traders' and the Canton Insurance Company. Her cargo, which was valued at P80,000, was also insured, so that the company does not anticipate very great loss.

She was a vessel of 221 feet in length, 32 feet beam, had a draft of 12.5 feet and was built by W. Richardson and Company of Newcastle in 1885, and has triple expansion engines and has a gross tonnage of 1097 tons. She was employed as an inter-island transport by the Quartermasters Department. She was commanded by a Spaniard, Captain Bernardino Madariaga, and her officers and crew all told numbered 61. She also had on board 18 passengers and every soul is reported lost. The names of the American passengers are given as Mr. and Mrs. August O. Sorenson, Murray Hendry, H. G. Lane, J. C. Smith, John W. Griffin.

Mr. Hendry, was a consulting engineer of the firm of Castle Brothers, Wolf and Song. He was formerly the chief engineer of the gunboat *Nepin* during the days of insurrection and later went to China and returned again to Manila about three years ago. Since that time he had been in the employ of the firm. He is described as one of the best-known and most popular engineers in the Philippines and the China coast. He was on his way to Legaspi, Albay, to make a public exhibition of the new hemp-stripping machines which the firm has recently acquired patents for.

## THE ROBINSON PIANO CO.

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IMPORTED PIANOS

FROM \$375.

SECOND HAND PIANOS RETURNED

FROM HIRE AT LOW PRICES.

INSPECTION INVITED.

Hongkong, 23rd September, 1905. [2055]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.



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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent to the office of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Office, A.B.C., 5th R.L. 10th Floor.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held at 35, Queen's Road Central (1st floor) TO-DAY, (MONDAY) the 9th instant, at 4 P.M.

J. REIDIE,  
Hon. Secretary.

Hongkong, 9th October, 1905. [2301]

## KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the members of the above Club will be held in the SHAMEN'S INSTITUTE on SATURDAY, 14th October, 1905, at 8.30 P.M.

By Order of the Committee,  
H. GOYNE-SYMONS,  
Hon. Secretary Kowloon C.C.

Hongkong, 9th October, 1905. [2302]

## HAMBURG-AMERIKA LINE.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship  
"RHAEIA".  
Captain J. Behren, will be despatched for the above ports on the 15th inst. at 5 P.M.

This steamer is speedily and commodiously fitted for passengers, and carries a duly qualified doctor.

HAMBURG-AMERIKA LINE,  
Hongkong Office  
Hongkong, 7th October, 1905. [2309]

## NOTICES OF FIRMS

## SINGER SEWING MACHINE CO.

MR. A. E. PARKER has been appointed MANAGER of our Hongkong and Southern China Branches from 1st October, 1905.

Hongkong, 4th October, 1905. [2271]

## NOTICE.

WE have this day established ourselves as GENERAL IMPORTERS, EXPORTERS AND COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central.

H. CRUZ & CO.  
Hongkong, 3rd October, 1905. [2264]

## INTIMATIONS.

## REMOVAL.

WE have this day REMOVED our Office to 2nd floor KING'S BUILDINGS, Connaught Road.

JEBSEN & CO.  
Hongkong, 7th October, 1905. [2291]

## WANTED.

BY EXPORT AND IMPORT FIRM reliable PORTUGUESE CLERK. Good references required.

Apply to—  
P. H.  
Care of "Daily Press" Office,  
Hongkong, 7th October, 1905. [2292]

## WANTED.

AN EXPERIENCED MAN of business to act as COMPRODRE. Good references and securities required.

Apply to—  
X. W.  
Care of "Daily Press" Office,  
Hongkong, 7th October, 1905. [2293]

REQUIRED by a FIRST-CLASS MANAGERIAL HOUSE in Hongkong an Experienced Man of business to act as COMPRODRE. Good references and substantial securities required.

Apply in writing to—  
Messrs. JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central,  
Hongkong, 4th September, 1905. [2050]

BOTHEN MARK LODGE NO. 264.

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-MORROW (TUESDAY), the 10th October, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 5th October, 1905. [2277]

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 30th September, 1905. [2249]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

PALEY'S, SCHULTZ'S, AMBERITE CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 88SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902. [160]

## NOW READY.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS

## FROM 1874 TO 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

## INTIMATIONS

SANITARY BOARD OFFICE,  
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Central Division of the City lies between Ginn Street and Peel Street on the East and Tank Lane and Clerken Street on the West. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yauwai service reservoir to the northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of October, 1905. [2335]

## J. WATF JAMESON &amp; CO.

## MARINE

## SALVAGE

## ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY.

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Agents for Messrs. SIEBE, GORMAN & CO. Submarine Engineers, Makers of all classes of Diving Gear, London.

Hongkong, 3rd October, 1905. [2265]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905. [1433]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to—  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

## PRINTING.

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Messrs. W. BROWN & CO.,  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1905.

## PUBLIC COMPANIES

IN THE MATTER OF THE TERRAU PLANTING COMPANY, LIMITED.

## IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON,  
Liquidators.

Hongkong, 22nd September, 1905. [2181]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 15th September, 1905. [2136]

## CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.

Canton Insurance Office, Limited.  
Hongkong, 27th September, 1905. [2231]

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1907. [181]

## NORTH BRITISH AND MERICAN TIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,299.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £750,000.

PAID-UP CAPITAL, £687,500 0 0

II. FUND, £3,001,268 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th June, 1905. [1567]

## UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIMONSEN & CO.,  
Agents.

Hongkong, 1st January, 1904. [13]

## BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well-furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
(late of "Tang Yuen").

Hongkong, 27th June, 1905. [1535]

## BOARD AND RESIDENCE.

MRS. GILL AND SONS

"GLENWOOD,"  
27, CAINE ROAD,  
Hongkong, 20th September, 1905. [2165]

## BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate terms.

Apply—  
Care of "Daily Press" Office,  
Hongkong, 4th October, 1905. [2272]

## TO LET.

FURNISHED ROOMS with BOARD. Near Ferry, Kowloon; Tennis Court attached.

Apply—  
Care of "Daily Press" Office,  
Hongkong, 25th September, 1905. [2197]

## FURNISHED ROOMS.

TO LET.

FURNISHED ROOMS with BOARD. Near Ferry, Kowloon; Tennis Court attached.

Apply—  
Care of "Daily Press" Office,  
Hongkong, 4th October, 1905. [2272]

## TO LET.

LARGE FURNISHED BEDROOM, BATHROOM and BALCONY attached. Electric Light, convenient locality.

Apply to—  
Care of "Daily Press" Office,  
Hongkong, 7th October, 1905. [2294]

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FOR 1905

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## TO LET

## TO LET.

SHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Pedder Street and Des Vaux Road. Splendid position.

Also SHOP No. 23 Queen's Road Central, now in the occupation of Messrs. W. BAZZAN & CO.

Apply to—  
SECRETARY, HONGKONG HOTEL,  
Hongkong, 6th October, 1905. [2282]

## TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to—  
"THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD."  
Hongkong, 6th September, 1905. [2069]

## TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 30th June, 1905. [2261]

## TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—  
Linstead & Davis,  
Alexandra Buildings, 3rd Floor,  
Hongkong, 17th February, 1905. [47]

## TO LET.

AT SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas.

Apply to—  
Mrs. H. WHITE, No. 4, Blue Buildings,  
Hongkong, 27th September, 1905. [2222]

## TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Rooms House, with Tennis Court.

Apply to—  
C. F. DE CARVALHO,  
Care of H. and S. Bank,  
Hongkong, 19th August, 1905. [1920]

## TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession.

TWO ROOMS in COLLEGE CHAMBERS. Immediate possession.

SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya.

SECOND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

SECOND FLOOR of VICTORIA BUILDING, formerly occupied by Meyer & Co.

Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 2nd September, 1905. [2044]

## SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PRIMO CO. Possession from November 1st. For particulars, apply to—  
W. BREWER & CO.,  
Queen's Road.  
Hongkong, 15th September, 1905. [1949]

## TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to—  
E. A. DE CARVALHO,  
14, Apathnot Road.  
Hongkong, 13th May, 1905. [119]

## TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th June, 1905. [1539]

## TO LET.

NO. 74, CAINE ROAD.

Apply to—  
COMPRODRE'S DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 3rd June, 1905. [84]

## TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.

Apply to—  
HO U. MING,  
81, Queen's Road Central,  
Hongkong, 17th June, 1905. [853]

## TO LET.

NO. 1, RIFON TERRACE.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., LD.

Apply to—  
"THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD."  
Hongkong, 3rd August, 1905. [181]

## TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—  
"THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD."  
Hongkong, 20th July, 1905. [1707]

## TO LET.

FOREIGN DWELLING HOUSE, No. 168, QUEEN'S ROAD EAST, now known as Astor House. Spacious Rooms. Well suited for a Boarding House. It can be let in part or whole. Rent moderate.

For Particulars, apply to—  
N. M. M. & CO.,  
54 & 56, Queen's Road Central,  
Hongkong, 29th September, 1905. [2289]

## TO LET

## TO LET.

SHOP in HONGKONG HOTEL BUILDINGS. Suitable for Office or Store. Rent \$225.

Apply to—  
COTTAM & CO.,  
Hongkong, 4th October, 1905. [2273]

## TO LET.

"THE EYRIE," Peak.

DES VEAUX VILLAS, Peak.

NO. 5, 6 & 21, BELLIOS TERRACE, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

No. 22, Queen's Road Central, SHOP at present occupied by FAIRHALL & Co.

Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings,  
Hongkong, 29th August, 1905. [1836]

## TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—  
SAM WANG CO., LD.,  
81, Queen's Road Central,  
Hongkong, 12th July, 1905. [1924]

## TO LET ON LEASE.

A LARGE DETACHED HOUSE, Very substantially built, Robinson Road Level. Commanding Full View of Harbour.







## SHIPPING.

**ARRIVAL.**  
**ALBENGA**, German str., 2,761, Petersen, 7th Oct.—Klung 5th October, General.  
**ARABIA**, German str., 2,011, A. Lee, 7th Oct.—Shanghai 3rd October, General.—Nippon Yusen Kaisha.

**EMERALD**, British steamer, 2,843, P. T. Holmes, 6th October, Sydney 13th Sept., General.  
**GIBB**, Livingston & Co.  
**HAICHING**, British str., 1,267, A. E. Hodgins, 8th Oct.—Fochow, Amoy and Swatow.  
**KAISERIN ELISABETH**, Austrian cruiser, 8,000, Franz Mith, 7th October, Shanghai 3rd October.  
**MEEFOO**, Chinese str., 1,321, R. Stephen, 7th October, Shanghai 4th October, General.  
**C. M. S. N. Co.**  
**PRONTO**, Norwegian str., 837, K. Larssen, 7th Oct.—Holly 5th Oct., Rio and Sugar.  
**A. R. Marly**  
**SEIDHARMARU**, Japanese yacht, 200, Matsushita, 7th Oct.—Kobe 29th August and Fochow 2nd Oct.  
**SOEYIA**, German str., 2,681, M. Kniesel, 6th October, Hankow 3rd Oct., General.—Hamburg-Amerika Linie.

**DEPARTURES.**  
**7th October.**  
**GLENGLIE**, British str., for Amoy.  
**HAILAN**, French str., for Pakhoi.  
**LOYAL**, German str., for Hongkong.  
**LUCIA**, Victoria, Italian str., for Kwangchow.  
**NUVA**, British str., for Europe.  
**SHANGHAI**, British str., for Shanghai.  
**TIMAHU**, Dutch str., for Java.  
**WATHOBA**, British str., for Amoy.  
**ZAFIRO**, British str., for Manila.  
**8th October.**  
**ALCINOUS**, British str., for London.  
**BAROTSE**, British str., for London.  
**BOHEO**, German str., for London.  
**DAILY MAIL**, Japanese str., for Tamsui.  
**DENDAS**, British str., for Amoy.  
**EMPIRE**, British str., for Shanghai.  
**IRAKA**, German str., for Shanghai.  
**MEEFOO**, Chinese str., for Canton.  
**SENGAMBA**, German str., for Yokohama.  
**WONGKOT**, German str., for Hongkong.

**SHIPPING REPORTS.**  
 The British str. *Haiching* reports: From Fochow to Amoy and Swatow fresh N.E. wind, fine and clear weather. From Swatow to port light N.N.W. mrs. fine and clear weather.  
 The British str. *Empire* reports: Experienced fine weather with variable light winds round the Australian coast. Fine weather was met with on the run across to Timor, which port was reached on the 2nd ult. Between Timor and Manila fine weather was met with, the ship arriving at Manila Oct. 3rd, leaving that port on 4th inst. strong N.E. winds and a rough sea was encountered in the China Sea.

**VESSLS IN DOCK.**  
**7th October.**  
**ABERDEEN DOCKS.**—*Clavering*, *Empress of China*, *Kaifu*, *Atlanta*, *Regatta*, *Coracopolitan*, *Dock*—*Kuise*.

**VESSLS ON THE BERTH.**  
**"BEN" LINE OF STEAMERS.**  
**FOR MARSEILLES AND LONDON.**

**THE Steamship.**  
**"BENLEIGH."**  
 Captain Reid, will be despatched as above TO-DAY, the 9th October.  
 For Freight apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 6th October, 1905. [2286]

**DAMPSCHEIFFS-RHEDERER-UNION**  
**ACTION-GESELLSCHAFT.**  
**FOR NEW YORK.**  
 With Liberty to Call at the Malabar Coast.

**THE Steamship.**  
**"ALBENGA."**  
 Captain Petersen, will be despatched for the above port, TO-DAY, the 9th October.  
 For Freight, apply to  
**CARLOWITZ & CO.,**  
 Agents.  
 Hongkong, 6th October, 1905. [2287]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND FOCHOW.**

**THE Company's Steamship.**  
**"HAICHING."**  
 Captain A. E. Hodgins, will be despatched for the above ports, TO-MORROW, the 10th inst., at 10 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS LARSEN & CO.,**  
 General Managers.  
 Hongkong, 6th October, 1905. [2286]

**REGULAR**  
**STEAMSHIP SERVICE TO NEW**  
**YORK.**  
 VIA PORTS AND SUEZ CANAL  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG, 1905.  
 About  
**"SATSUMA"** ... 10th Oct.  
**"SIKH"** ... 26th Oct.  
**"WRAY CASTLE"** ... to follow.  
 For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
 Agents.  
 Hongkong, 20th September, 1905. 2105-2135

**IMPERIAL GERMAN MAIL LINE.**  
**NORDDEUTSCHER LLOYD, BREMEN.**  
**FOR SHANGHAI, NAGASAKI, HIogo**  
**AND YOKOHAMA.**

**THE Imperial German Mail Steamship.**  
**"PRINZESS ALICE."**  
 Captain Ch. Polack, due here with the outward German Mail about MONDAY at Noon, will leave for the above places about 12/24 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
 For Further Particulars apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 6th October, 1905. [5]

# **VESSLS ADVERTISED AS LOADING** To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH
LONDON, &c., via USUAL PORTS OF CALL.	CHUSAN	Brit. str.	—
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP.	DIOMED	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP.	MACHAON	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP.	KINWICK	Brit. str.	—
MARSEILLES & LONDON.	CALEDONIAN	Frans. str.	—
BREMEN, via PORTS OF CALL.	BENLEIGH	Brit. str.	1 m.
HAVRE, A'WERP & HAMBURG via STRAITS, &c.	BAVERN	Ger. str.	—
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.v.
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	k.v.
HAVRE & HAMBURG via STRAITS, &c.	SENGAMBA	Ger. str.	k.v.
TRIESTE, &c., via SINGAPORE, &c.	C. FERD. LAEISZ	Ger. str.	k.v.
GENOA, MARSEILLES & LIVERPOOL.	SILBERIA	Ass. str.	—
NEW YORK, via PORTS & SUEZ CANAL.	ADAMANT	Brit. str.	1 m.
NEW YORK, via PORTS & SUEZ CANAL.	CHINGWOW	Brit. str.	—
NEW YORK, via PORTS & SUEZ CANAL.	SATSUMA	Brit. str.	—
NEW YORK, via PORTS & SUEZ CANAL.	ALBENGA	Ger. str.	—
NEW YORK, via PORTS & SUEZ CANAL.	AISTON	Brit. str.	—
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.
VICTORIA (B.C.) & TACOMA via JAPAN.	ATHENIAN	Brit. str.	1 m.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	SHAMWUT	Am. str.	—
SEATTLE, via SHANGHAI & JAPAN.	PINGSBY	Brit. str.	1 m.
PORTLAND, OREGON via SHANGHAI, &c.	DAKOTA	Am. str.	—
AUSTRALIAN PORTS via WILHELMSHAFEN.	ARABIA	Brit. str.	—
YOKOHAMA & KOBE.	PRINZ WALDEMAR	Ger. str.	—
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TAIYUAN	Brit. str.	—
NAGASAKI, KOBE & YOKOHAMA.	POONA	Brit. str.	—
TIENTSIN.	BANTU	Brit. str.	—
SHANGHAI.	ESANG	Brit. str.	—
SHANGHAI, YOKOHAMA & KOBE.	LINAN	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	ARGADIA	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	IRAZUELA	Ger. str.	k.v.
SHANGHAI, via SWATOW, AMOY & FUCHOW.	CHOWANG	Ger. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	PRINCESS ALICE	Ger. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	TRIUMPH	Ger. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	FRITHJOF	Nor. str.	1 m.
SHANGHAI, via SWATOW, AMOY & FUCHOW.	PROMISE	Nor. str.	1 m.
SHANGHAI, via SWATOW, AMOY & FUCHOW.	DAIGI MARU	Jap. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	KANAU	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	HAICHING	Brit. str.	2 h.
SHANGHAI, via SWATOW, AMOY & FUCHOW.	TAMING	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	YENBANG	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	ZANGLANG	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	RUBI	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	KUTSANG	Brit. str.	—
SHANGHAI, via SWATOW, AMOY & FUCHOW.	HINSANG	Brit. str.	1 m.
SHANGHAI, via SWATOW, AMOY & FUCHOW.	CAPRI	Ital. str.	—

## **CANADIAN PACIFIC RAILWAY CO.'S** **ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADIAN AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
 R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 "EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
 "ATHENIAN" 3,883 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
 "EMPEROR OF INDIA" 6,000 Tons Com. E. Deaneham, R.N.R. WEDNESDAY, 15th Nov.  
 "TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 29th Nov.  
 "EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 13th Dec.  
 Hongkong to London, 1st Class ... via St. Lawrence £60. via New York £62.  
 Intermediate and 1st Class Rail ... £40. " £42.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent  
 Corner Pedder Street and Praya, opposite Blake Pier

## **PENINSULAR AND ORIENTAL** **STEAM NAVIGATION COMPANY.**

FOR YOKOHAMA, SHANGHAI, POONA, MOJI and KOBE. C. R. Longden, R.N.R. About 15th October. Freight only.

SHANGHAI. "ARCADIA" A. G. Cubitt, R.N.R. About 19th October. Freight and Passage.

LONDON &c., via USUAL PORTS. "CHUSAN" H. W. Remick, R.N.R. Noon, 21st October. See Special of Call.

LONDON and ANTWERP via SINGAPORE, PENANG, PERA. A. E. Valentini. About 25th October. Freight only.

COLOMBO, PORT SAID and MARSEILLES. For further Particulars, apply to L. S. LEWIS, Acting Superintendent. Hongkong, 9th October, 1905.

## **GREAT NORTHERN** **STEAMSHIP COMPANY.**

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)  
 Will be despatched from HONGKONG as follows:  
 "MINNESOTA," Captain J. H. RINDER, TUESDAY, 18th DECEMBER.  
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to and from Japan and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.  
 For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA,**  
 AGENTS.  
 Hongkong, 4th October, 1905. 2270

## **HAMBURG-AMERIKA LINIE.** **OSTASIATISCHER DIENST.**

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATES.  
 SUEVIA HAYRE, ANTWERP and HAMBURG On 9th Oct. Freight.  
 Capt. Kniesel (Calling at Singapore, Penang and Colombo)  
 SLAVONIA HAYRE, BREMEN and HAMBURG On 18th Oct. Freight & Passengers.  
 Capt. Rorden (Calling at Singapore, Penang and Colombo)  
 SEGOVIA HAYRE and HAMBURG On 1st Nov. Freight.  
 Capt. Schenfeldt (Calling at Singapore, Penang and Colombo)  
 SENGAMBA HAYRE and HAMBURG On 15th Nov. Freight.  
 Capt. Jahang (Calling at Singapore, Penang and Colombo)  
 C. FERD. LAEISZ HAYRE and HAMBURG On 29th Nov. Freight.  
 Capt. v. Hoff (Calling at Singapore, Penang and Colombo)  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Duty qualified doctors are carried.  
 For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE**  
**HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.**

## **HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins amply lighted throughout by electricity. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA**  
**STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
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RUBI 2540 A. H. Notley Amoy and Manila. Fri, 13th Oct., 4 P.M.  
 ZAFIRO 2540 R. Rodger Manila. Sat, 21st Oct., Noon.  
 For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 9th October, 1905. 115

## **HONGKONG-NEW YORK.** **AMERICAN ASIATIC STEAMSHIP COMPANY.**

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "ALSTON" ... On 20th October.  
 For freight and further information apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 6th September, 1905. [1004]

## **PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND PORTLAND, OREGON. SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
 STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON  
 "ARABIA" 4,483 Metzenh... November 7th, 1905.  
 "ARAGONIA" 5,128 Ernst... November 29th, 1905.  
 "NICOMEDIA" 4,570 Wagmann... December 22nd, 1905.  
 "NUMANTIA" 4,370 Feldmann... January 7th, 1906.  
 Through Bills of Lading issued to Pacific Coast Points and a Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to  
**S. SILVERSTONE, ACTING GENERAL AGENT.**  
 Hongkong, 4th October, 1905. [13]

## **VESSLS ON THE BERTH.**

**NIPPON YUSEN KAISHA.**  
**FOR NAGASAKI, KOBE AND YOKOHAMA.**  
**THE BUCKNALL LINE Steamship.**  
**"BANTU."**  
 Captain Wooster, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.  
 For Freight apply to  
**NIPPON YUSEN KAISHA,**  
 Agents.  
 Hongkong, 5th October, 1905. [2279]

**NAVIGAZIONE GENERALE ITALIANA.**  
 (Florio and Rubattino United Companies.)  
**STEAM FOR BOMBAY via SINGAPORE, PORT SAID AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
**THE Steamship.**  
**"CAPRI."**  
 Captain Bolito, will be despatched as above on THURSDAY, the 12th October, at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
 Agents.  
 Hongkong, 23rd September, 1905. [4]

**IMPERIAL GERMAN MAIL LINE.**  
**NORDDEUTSCHER LLOYD, BREMEN.**  
**JAPAN-CHINA-AUSTRALIA LINE.**  
 via NEW GUINEA.  
**STEAM FOR SAIGON, SINGAPORE, BATAVIA, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.**  
 On TUESDAY, 17th October, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.  
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
 Linsen can be washed on board.  
**NORDDEUTSCHER LLOYD.**  
 For Further Particulars apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 21st August, 1905. [219]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**FRENCH MAIL STEAMERS.**  
**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**  
**THE Steamship.**  
**"CALEDONIAN."**  
 Captain Gregor, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.  
 This Steamer connects at Colombo with the Australian line s.s. "AUSTRALIAN," bound for Melbourne via Bombay and Aden.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "OCEANIAN" ... 31st Oct.  
 S.S. "SALAZIE" ... 14th Nov.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 4th October, 1905. [2]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM FOR FIUME AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.  
**THE Company's Steamship.**  
**"SILESIA."**  
 Captain L. de Stabile, will be despatched as above on SUNDAY, the 29th October.  
 This steamer has capital accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
**SANDER, WIELE & CO.,**  
 Agents.  
 Princes' Buildings.  
 Hongkong, 30th September, 1905. [3]

**HONGKONG-MACAO LINE.**  
 S.S. "WING CHAI."  
 Captain T. Austin, R.N.R.  
 This Steamer departs from Hongkong on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. If tide permits.  
 FARES—(week days) 1st Class (including cabin and servant), Single 33, Return Ticket 55. 2nd Class 31. 3rd Class 20 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket 31, Return 55. 3rd Class, Single 30 cents, Return 50 cents. Storage 10 cents.  
 Meals can be had on board.  
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of 50 cents.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged 85 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on Production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
**MING ON & CO.**  
 2nd Floor, 16, Victor Street.  
 Hongkong, 7th October, 1904. [2]



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	ON
GLASGOW AND LIVERPOOL...	"CALCHAS"	On 11th October.
GLASGOW AND LIVERPOOL...	"DEUCALION"	On 24th October.
GLASGOW AND LIVERPOOL...	"HENEALUS"	On 31st October.
GLASGOW AND LIVERPOOL...	"PINGSUEY"	On 29th October.
GLASGOW AND LIVERPOOL...	"HECTOR"	On 6th November.
GLASGOW AND LIVERPOOL...	"GLAUCUS"	On 14th November.
FOR	STEAMERS	ON
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 15th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.
GENOA, MARSEILLES and LIVERPOOL	"CHINGWO"	On 15th November.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	ON
VICTORIA, SEATTLE, TACOMA, ... PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"PINGSUEY"	On 31st October.
HAMA.	"OANFA"	On 30th November.

FROM	STEAMERS	ON
TACOMA, SEATTLE, VICTORIA ... AND PACIFIC COAST	"KEEMUN"	On 24th October.
	"MACHAON"	On 3rd November.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

## CHINA NAVIGATION CO. LIMITED.

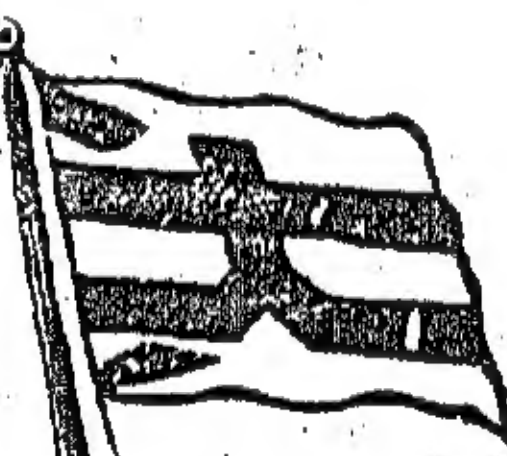
FOR	STEAMERS	ON
YOKOHAMA AND KOBE	"TAIYUAN"	On 9th October.
SWATOW, CHEFOO, NEWCHANG AND TIENTSIN	"KANSU"	On 10th October.
MANILA, AMOY, MANILA, CEBU and ILOILO.	"TAMING"	On 10th October.
SHANGHAI	"SUNGKIANG"	On 11th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLAGE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 16th October.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
surgeon is carried.  
† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
available Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 7th October, 1905.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	ON
TAMU VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 15th Oct. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	MONDAY, 16th Oct. at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF"	FRIDAY, 27th Oct. at 8 A.M.
ANPING VIA SWATOW AND AMOY	"PROMISE"	WEDNESDAY, 18th Oct. at 8 A.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with electric light.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Vaux Road Central.  
Hongkong, 7th October, 1905. T. ARIMA, Manager. [14]

## NORTHERN PACIFIC LINE.

BOSTON & S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Saturday, October 19th
HYADES	3,753	Geo. Wright	Saturday, November 11th
TREMONT	9,606	T. W. Griffin	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,753	F. G. Partridge	Friday, December 23rd

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS. [17]

QUEEN'S BUILDINGS.  
Hongkong, 20th September, 1905.

## JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAPAN	First half of October	JAVA PORTS	First half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**

Alexandra Buildings, 3rd Floor.  
Hongkong, 26th September, 1905.

Telephone No. 375.

[16]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places  
in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
BATERN	WEDNESDAY ... 11th October
ZIETEN	WEDNESDAY ... 25th October
PRINCESS ALICE	WEDNESDAY ... 31st October
SACHSEN	WEDNESDAY ... 2nd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 8th December
PRINZ HEINRICH	WEDNESDAY ... 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 3rd January
GNESNAU	WEDNESDAY ... 17th January
ROON	WEDNESDAY ... 31st January
PREUSSEN	WEDNESDAY ... 14th February
ZIETEN	WEDNESDAY ... 28th February

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at Noon, the Steamship  
"HAY RIN," Captain Formes, with MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th October. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 10th October, and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 10th October.  
Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 28th September, 1905.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	SAILING DATES.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 10th Oct. 3 P.M.
SHANGHAI VIA SWATOW	"CHOYSANG"	Wednesday, 11th Oct. 5 P.M.
SINGAPORE, SORABAYA	"HINSANG"	Wednesday, 11th Oct. 3 P.M.
SAMARANG	"YUENSANG"	Friday, 13th Oct. 4 P.M.
MANILA	"ESANG"	Tuesday, 24th Oct. 3 P.M.
TIENTSIN	"ESANG"	Tuesday, 24th Oct. 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

‡ Taking Cargo on Through Bills of Lading to Lahai Data, Simporia, Tawoa, Kudat  
Usuka, Jesselton and Labuan.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS. [18]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
S. E. L. M. O. T. H. A. N. D. L. O. N. D. O. N.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERHIA GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"

Captain H. W. Renick, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
Port on SATURDAY, the 21st October, at  
Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
steamers, 6,525 tons, from Colombo, Pas-  
senger's accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, etc., will be conveyed  
from Bombay by the R.M.S. "Maldania" due in  
London on 2nd December.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.

For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 9th October, 1905. [1]

## SHIPPING IN PORT.

STEAMERS.

ARCADIA, British str., 3,454, G. Schmidt, 19th  
Sept.—Mojj and Shimonoseki 13th Sept.

—Hamburg—America Linie.

ATLANTIS, American str., 900, Alderson, 1st  
Oct.—Manila 28th September, General—  
Order.

BLACKHEATH, British str., 1,719, W. T.  
Sherborne, 15th Sept.—Sourabaya and  
Probolinggo 3rd Sept., Sugar.—Doddwell  
& Co.

BOURBON, French str., 997, Sisco, 7th Sept.  
—Saigon 3rd Sept., General.—Chiosse.

CARPI, Italian str., 1,195, G. Balsito, 3rd Oct.  
—Bombay and Singapore 27th Sept., General—  
Carlowitz & Co.

CHOYSANG, British str., 1,424, T. W. Selby, 5th  
Oct.—Shanghai 2nd October, General—  
Jardine, Matheson & Co.

CLAYBURN, British str., 2,154, D. Barton, 6th  
Sept.—From Siam Cruz, Ballast.—China  
Commercial S.S. Co.

DARU MARY, Japanese str., 1,668, S. Tagami,  
6th Oct.—From Nagasaki, Marine Products,  
etc.—Order.

ERGER, Norwegian str., 875, Fingelsen, 4th  
October.—Wuhu 28th September, Rice—  
Order.

ELITA NOSSACK, German str., 1,160, W. Lassen,  
5th Oct.—Swatow 4th October, Ballast—  
E. A. Trading Co.

EMPEROR OF CHINA, British str., 3,048, R.  
Aronhald, R.N.R., 28th Sept.—Vancouver  
4th Sept. and Shanghai 23rd, Mails and  
General.—C. P. H. Co.

HELLAS, German str., 1,539, Hans Rohde, 1st  
Oct.—Chikiang 28th Sept., Oil, Rice and  
Wheat.—Siemens & Co.

HINSANG, British str., 1,536, W. S. Sawyer,  
4th October.—Java 24th September, Sugar.  
—Jardine, Matheson & Co.

JACOB DIEDERICHSEN, German str., 632, Chr.  
Hans, 8th Oct.—Pakhoi and Hoihow 4th  
Oct., General.—Jensen & Co.

KAMPOT, French str., 412, Le Bail, 3rd Oct.  
—Saigon 28th Sept., General.—Chiosse.

KANSU, British str., 1,418, Dawson, 4th Oct.  
—Swatow 3rd Oct., General.—Butterfield  
& Swire.

KUTSANG, British str., 3,199, Bradley, 1st Oct.  
—Singapore 28th Sept., General.—Jar-  
dine, Matheson & Co.

KWANGLOO, Chinese str., 1,467, Milligan,  
3rd October.—Shanghai 30th September,  
General.—C. M. S. N. Co.

LAERTIS, British str., 1,341, J. B. Jackson, 1st  
Oct.—Saigon 27th Sept., Meal and Gen-  
eral.—Chiosse.

LIANSCHAN, German str., 2,300, Sperling, 7th  
Aug.—Saigon 2nd August, Ballast.—  
Jensen & Co.

PONANG, German str., 125, H. Martens, 6th  
Sept.—Ponape 13th Aug.—German Consul.  
RAJABULI, German str., 1,189, G. Wendig, 1st  
Oct.—Bangkok 21st Sept., Rice and  
Meal.—Butterfield & Swire.

SILESIA, German str., 3,135, Bahle, 8th Oct.—  
Shanghai 3rd Oct., General.—Hamburg—  
America Linie.

SUIHANG, British str., 1,776, T. Mitchell, 3rd  
Oct.—Java 23rd Sept., Sugar.—Jardine,  
Matheson & Co.

TAIYUAN, British str., 1,459, L. Dawson, 2nd  
Oct.—Sydney 11th September, General.—  
Butterfield & Swire.

TAMING, British str., 1,350, Outerbridge, 6th  
Oct.—Manila 3rd Oct., General.—Butter-  
field & Swire.

TOLV, Norwegian str., 741, J. Enger, 5th Oct.  
—Rangoon 27th Sept., Timber.—Bradley  
& Co.

TSINGTAI, German str., 1,002, O. Koch, 6th  
Oct.—Bangkok 27th September, Rice and  
General.—Butterfield & Swire.

VICTORIA, Chin. str., 934, J. F. Messer, 5th  
Oct.—Newchwang 24th Sept. and Chefoo  
26th, Bulk Beans and General.—Order.

WIK, German str., 2,900, Carstens, 25th Sept.  
—Moji 21st Oct.—Jensen & Co.

ZHEHNGHUA, British str., 2,690, Packham, 6th  
Oct.—Singapore 30th Sept., General—  
Jardine, Matheson & Co.

SAILING VESSELS.

CONSERMEN, British ship, 1,680, L. G. Dixon,  
5th September.—New York via Melbourne  
14th June, Korosine Oil.—Standard Oil Co.

ECUADOR, German 4-m. barque, 2,193, O. Drik-  
mann, 2nd Sept.—New York 19th May,  
Paraffin.—Order.

## NOTICES TO CONSIGNEES

STEAMSHIP "OCEANIC"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

### NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
"Océanien" and "Dordogne" from Bordeaux  
or ex s.s. "Vile de Cotte" and "Vile d'Arras"  
in connection with above Steamers are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risks into the Go-  
downs of the Hongkong & Kowloon Wharf &  
Godown Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before To-day, at 3 P.M. requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Monday, the 9th inst., at Noon, will be subject  
to rent and landing charges.  
All claims must be sent in to me on or before  
the 9th inst., or they will not be recognized.  
All damaged packages will be examined on  
Monday, the 9th inst., at 3 P.M.  
No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd October, 1905. [2]

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"KINTUCK,"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 11th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 11th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godowns, and all Goods  
remaining undelivered after the 11th inst. will  
be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before the  
14th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 4th October, 1905. [9-10]

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—

From London, ex s.s. "Mongolia."

From Australia ex s.s. "Victoria."

From Cebu ex s.s. "Sundara."

From Persian Gulf ex s.s. B. I. S. N.  
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
intimation is given to the contrary before  
2 P.M. To-day.

Goods not cleared by the 11th inst. at 4 P.M.  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognized. No  
Claims will be admitted after the Goods have  
left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 5th October, 1905. [1]

## "MOGUL" LINE OF STEAMERS.

NOT



